

## THE NEW REGIME.

The Department of Docks on a Tour of Inspection—Condition of the Wharves and Piers—How the City is Swindled and Its Revenue Lessened—Remedies Proposed—An Octogenarian's Idea.

The Commissioners of the Department of Docks started yesterday morning to make a tour of the island and observe the condition of the wharves, piers and bulkheads on either side of the city. For the purpose of making the tour, the Commissioners, Mr. Charles C. Corbett, placed their party on board the steamboat, the Minnabonock, at the disposal of the Dock Commissioners, and had everything in readiness to start at the appointed time—half-past ten o'clock A. M.—from foot of Twenty-sixth street, East river. At the time mentioned there were present Commissioners Agnew, Smith, Wood and Henry, of the Department of Docks; Commissioners Bell, Nicholson and Freir, of the Department of Charities and Correction; Mr. Peter Cooper, Mr. Joseph F. Daly, Judge of the Court of Common Pleas; Mr. Burnham, Clerk of the Department of Docks; Mr. Frank Spivey and a gentleman connected with the mercantile interests of the city.

The Commissioners of Docks announced their intention to make the examination as far as possible on such a trip, and for that reason Mr. Burnham, who has had charge of the Bureau of Docks in the Controller's office for some years—came prepared with the necessary diagrams to illustrate the explanations he could make. From his long experience in the bureau to which he was attached he was enabled to impart a great deal of valuable and

interesting information, and show that he is an invaluable adjunct to the department. His explanations were heard attentively by the Commissioners and together with their own observations of the general appearance of the wharves and piers noted down for further consideration.

The route taken yesterday was up the East river so that the complete circuit of the island might be made as far as possible. Turning around, near Harlem bridge, the boat was headed down stream. It was here observed that the pier at the northern end of the island, at 130th street, is in pretty fair condition, but it seems that this pier and also several others have ceased to belong to the city, and are private property. When the bulkhead and piers were established the city gave grants to the owners of

RIPIAN PROPERTY, by which the latter were enabled all in as far as the bulkhead line, and become possessed of the land thus acquired. In several instances the corporation did not reserve to itself the ends of the streets, and in those places where the bulkhead line is beyond the limit of the present piers, the city loses all right to any revenue from the docks. This is the case in relation to the dock foot of 130th street, for which the water grant was obtained only two years ago. In fact, a majority of the property owners entitled to grants did not apply for them until within a few years, or until they saw that the revenue of commerce of the city would send shipping up the river, and that the value of the grants would rapidly increase. How much the city may lose by neglecting to reserve the rights to the ends of the streets, and the revenue from the docks, the Commissioners intend to inform themselves thoroughly on the subject and save to the city as much as possible.

ALONG THE EAST RIVER FRONT, which are owned by companies or private individuals, were found to be in much better condition than those belonging to the city. The pier at 111th street is in charge of the Society for the Reformation of Juvenile Delinquents, and is in excellent condition. The pier at 100th street is leased to Stephen Roberts for \$100 per annum, and is in fair order. For pier foot of 100th street the city has received \$100 per annum, and the pier is in good order, as in fact, is the pier at 90th street. The pier at 80th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 70th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 60th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 50th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 40th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 30th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 20th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 10th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 0th street is leased to the city for \$100 per annum, and the pier is in good order.

THE FERRY COMPANY WHARVES were explained. It appears that the Grand street wharf is in charge of the City of New York, and the pier at 100th street is leased to the city for \$100 per annum. The pier at 90th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 80th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 70th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 60th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 50th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 40th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 30th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 20th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 10th street is leased to the city for \$100 per annum, and the pier is in good order. The pier at 0th street is leased to the city for \$100 per annum, and the pier is in good order.

THE BARGE OFFICE DOCK, although not coming under the control of the Commissioners, is in such bad condition that it is way unsuited for the purposes for which it is used. The barge of passengers undergoing examination was exposed, while the passengers themselves, and all coming to stand on the wharf, were crowded back, without any chance for shade or shelter from heat or storm. Had the Commissioners charge of this place, they would have had operations here, and make, without delay, a more fitting landing place for those seeking this country, and one which would convey a more favorable impression of the city to the government to provide for the comfort and convenience of those coming from foreign countries. The docks and piers

ALONG THE NORTH RIVER FRONT, being owned mostly by private corporations, were found to be in pretty good order, except piers Nos. 12, 13, 14 and 15, which are in bad condition. One-half of pier No. 12 is owned by the city, and the other half, together with No. 13, is leased by Pier Commissioners. Pier No. 14 is in bad condition, but the cribwork is very bad. Between this pier and pier No. 13 is an old sunken crib, which, at times, causes considerable damage to the bulkhead and pier. The pier at 100th street is in good condition, and the pier at 90th street is in good condition. The pier at 80th street is in good condition, and the pier at 70th street is in good condition. The pier at 60th street is in good condition, and the pier at 50th street is in good condition. The pier at 40th street is in good condition, and the pier at 30th street is in good condition. The pier at 20th street is in good condition, and the pier at 10th street is in good condition. The pier at 0th street is in good condition, and the pier at 0th street is in good condition.

THE REMEDY SUGGESTED by Mr. Agnew, president of the Board of Commissioners, is to make a road, broad avenue, build a stone bulkhead along the river front, and at a proper distance from the bulkhead to build a stone bulkhead, and the bulkhead by substantial bridges. On the bulkhead proper and commodious warehouses could be built, and thus a great deal of labor and

## THE PUBLIC DEBT STATEMENT.

The June Statement Compared with That of the Corresponding Month Last Year and with the May Statement of 1870.

The following statement of the public debt on June 1 has just been issued by the Treasury Department. We compare the figures with those given at the corresponding time last year:

DEBT BEARING COIN INTEREST.	June 1, 1870.	June 1, 1869.
Five per cent bonds.....	\$221,589,300	\$221,589,300
Six per cent bonds.....	1,886,363,000	1,886,363,000
Total bearing coin int.....	\$2,107,942,300	\$2,107,942,300
DEBT BEARING CURRENT INTEREST.		
Three per cent bonds.....	\$45,000,000	\$45,000,000
Navy Pension Fund.....	14,000,000	14,000,000
Total bearing cur'y int.....	\$59,000,000	\$59,000,000
Matured not paid.....	3,709,507	3,721,517
DEBT BEARING NO INTEREST.		
United States notes.....	\$356,097,221	\$356,097,221
Fractional currency.....	35,000,000	35,000,000
Gold certificates.....	23,040,725	23,040,725
Total bearing no int.....	\$414,137,946	\$414,137,946
RECAPITULATION.		
Debt bearing coin int.....	\$2,107,942,300	\$2,107,942,300
Debt bearing cur'y int.....	59,000,000	59,000,000
Debt bearing no int.....	414,137,946	414,137,946
Matured debt not paid.....	3,721,517	3,721,517
Total.....	\$2,584,810,253	\$2,584,810,253
Bonds to Pacific R.R. Co.....	\$6,822,320	\$6,822,320
Grand total.....	\$2,591,632,573	\$2,591,632,573

AMOUNT IN TREASURY.

Current.....	June 1, 1870.	June 1, 1869.
Sluicing fund, coin int.....	\$108,184,109	\$108,184,109
On bonds and accrued interest.....	25,977,500	25,977,500
Other purchased bonds.....	25,463,228	25,463,228
Total in Treasury.....	\$159,624,837	\$159,624,837
Debt less cash in Treasury.....	\$2,432,007,736	\$2,432,007,736
Decrease of the national debt since June 1, 1869.....	\$90,614,516	\$90,614,516

VARIATIONS FROM LAST YEAR.

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cautions were being taken to direct them both during their removal to the boat and while upon the boat. Upon the dock proper foot of West thirty-eighth street and alongside thereof is located the New York Rendering Company's Works. The dock and buildings thereon and all of their surroundings appear to be kept in great care, no decaying or rusting material being visible.